

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

- 1.-2. (Canceled).
3. (Currently Amended) The safety device as claimed in ~~claim 2~~ claim 19, wherein the first engagement part (20) is connected rigidly to a seat frame (2) in such a manner that deformations or movements occurring in the region of the seat frame (2) cause it to come into an engagement position with the securing rail (8).
4. (Canceled).
5. (Currently Amended) The safety device as claimed in ~~claim 4~~ claim 19, wherein the second engagement part (22) is connected to a seatbelt securing device in such a manner that a belt tensile force acts on the second engagement part (22) as actuating force (F).
6. (Canceled).
7. (Currently Amended) The safety device as claimed in ~~claim 4~~ claim 19, wherein the securing rail (8) has an approximately U-shaped cross section which is open upward in the direction of the seat for the engagement of the securing mechanisms (10) with a base (12) and two retaining limbs (16) bounding a longitudinal opening (14).
8. (Previously Presented) The safety device as claimed in claim 7, wherein the first engagement part (20) of the securing mechanisms (10) uses supporting sections (26) to engage behind the retaining limbs (16) of the securing rail (8).
9. (Currently Amended) The safety device as claimed in claim 7, wherein the securing rail (8) includes ~~has locking means in the region of the base (12), in particular in the form of~~ a plurality of toothed cutouts (28) distributed in the longitudinal direction of the rail in the region of the base (12), for engagement of a locking section (30) of the second engagement part (22).

10. (Currently Amended) The safety device as claimed in ~~claim 4~~ claim 5, wherein the second engagement part (22) is designed as a double lever mounted pivotably about a transverse axis, a first lever section (36) having the actuating force (F) applied to it, and a second lever section (38) serving for engagement in the securing rail (8).

11.-13. (Canceled).

14. (Currently Amended) The safety device as claimed in ~~claim 6~~ claim 20, wherein the supporting sections (24, 26) of the first and second engagement parts (20, 22), which sections are provided for engaging behind the retaining limbs (16) of the securing rail (8), are arranged together in a region of the longitudinal extent of the securing rail (8), the supporting sections (26) of the first engagement part (20) engaging behind the retaining limbs (16) of the securing rail (8) indirectly via the supporting sections (24) of the second engagement part (22).

15. (Currently Amended) The safety device as claimed in ~~claim 2~~ claim 19, wherein the first engagement part (20) is an integral part of a frame longitudinal member (6) of the vehicle seat.

16. (Currently Amended) The safety device as claimed in ~~claim 2~~ claim 19, wherein the first engagement part (20) is fastened to a frame transverse member (4) of the vehicle seat and protrudes freely from the transverse member (4) into the region of the securing rail (8).

17.-18. (Canceled).

19. (New) A safety device (1) for a vehicle seat, the vehicle seat coupled to a vehicle and including at least two spaced apart lateral guides, the safety device comprising:

a securing mechanism (10) including a first engagement part (20) and a separate second engagement part (22), with the second engagement part (22) locked with a shear pin having a predetermined breaking point; and

a securing rail (8) fixedly disposed between the lateral guides and coupled to the securing mechanism (10) and the vehicle seat,

wherein the securing mechanism (10) is configured to engage the securing rail (8) upon the vehicle seat deforming a predetermined distance, and wherein reaction forces in the direction of axes (x,y,z) of the vehicle seat caused by such engagement are absorbed by at least two different engagement regions of the securing rail (8) by the first engagement part (20) and the second engagement part (22) in a sequence such that the second engagement part (22) contacts the securing rail (8) independently and before the first engagement part (20) engages the securing rail (8).

20. (New) A safety device (1) for a vehicle seat, the vehicle seat coupled to a vehicle and including at least two spaced apart lateral guides, the safety device comprising:

a securing mechanism (10) including a first engagement part (20) and a separate second engagement part (22) with the second engagement part (22) locked with a shear pin having a predetermined breaking point, both parts (20, 22) comprising a supporting section (24,26); and

a securing rail (8) fixedly disposed between the lateral guides and coupled to the securing mechanism (10) and the vehicle seat, the securing rail (8) including opposite facing retaining limbs (16) in the longitudinal direction,

wherein the securing mechanism (10) is configured to engage the securing rail (8) behind the longitudinal offset retaining limbs (16) of the securing rail (8) upon the vehicle seat deforming a predetermined distance, and wherein reaction forces in the direction of axes (x,y,z) of the vehicle seat caused by such engagement are absorbed by at least two different engagement regions of the securing rail (8) by the first engagement part (20) and the second engagement part (22).